AMENDMENTS TO THE SPECIFICATION:

Please delete current paragraph [0010]. Insert new paragraph [0010]:

[0010] In one embodiment, the present invention is a transportation decision support system for requesting, processing, and displaying transportation information and tracking information concerning surface transport of goods and personnel. The system comprises at least one server having a microprocessor and a memory storing computer program executable by the microprocessor. The computer program comprises computer instructions for presenting a web-based interface for soliciting a user request for transportation information, receiving the user request, gathering transportation information relating to the user request from transportation data sources communicably connected to the server, organizing the gathered transportation information into data layers, and displaying the data layers as a base map having data layers that can be selected and adjusted by a user to alter the displayed base map. The system further includes a tracking application residing on the at least one server, the tracking application comprising computer instructions for presenting a web-based interface for soliciting a user request for tracking information relating to in-transit shipments, gathering vehicle location information and bill of lading information from at least one logistic data source communicably connected to the server, correlating the vehicle location information and bill of lading information, organizing the correlated information into data layers, and displaying the data layers as a base map having data layers that can be selected and adjusted by a user to alter the displayed base map. The system further includes at least one client user interface in communication with the at least one server and configured to display the base maps and data layers and to permit a user to select and adjust the displayed base maps and data layers.

Please delete current paragraph [0011]. Insert new paragraph [0011]:

[0011] In another embodiment, the present invention is a method of providing transportation and tracking information to a user, the method comprising the steps of: providing a transportation decision support system for requesting, processing, and displaying transportation information and tracking information concerning surface transport of goods and personnel. The

system comprises at least one server, the at least one server having a microprocessor and a memory storing computer program executable by the microprocessor. The computer program comprises computer instructions for presenting a web-based interface for soliciting a user request for transportation information, receiving the user request, gathering transportation information relating to the user request from transportation data sources communicably connected to the server, organizing the gathered transportation information into data layers, and displaying the data layers as a base map having data layers that can be selected and adjusted by a user to alter the displayed base map. The computer program further comprises a tracking application residing on the at least one server, the tracking application comprising computer instructions for presenting a web-based interface for soliciting a user request for tracking information relating to in-transit shipments, gathering vehicle location information and bill of lading information from at least one logistic data source communicably connected to the server, correlating the vehicle location information and bill of lading information, organizing the correlated information into data layers, and displaying the data layers as a base map having data layers that can be selected and adjusted by a user to alter the displayed base map. The system further comprises at least one client user interface in communication with the at least one server, the at least one client user interface being configured to display the base maps and data layers and to permit a user to select and adjust the displayed base maps and data layers. The method further comprises the steps of: presenting a web-based interface for soliciting a user request for transportation information; receiving the user request; gathering transportation information relating to the user request from transportation data sources communicably connected to the server; organizing the gathered transportation information into data layers, and displaying the data layers as a base map having data layers that can be selected and adjusted by a user to alter the displayed base map.

Please replace paragraph [0046] with the following amended paragraph:

[0046] Yet another feature of the system 10 involves mapping tools for predicting and reacting to incidents having a great impact upon transportation and logistics for a particular geographic region. In particular, the Plume Analysis function 124 allows a user to generate a model displaying the expected impact of a man-made or natural disaster on a geographic region and its transportation infrastructure. For example, as illustrated by Fig. 15, activating the Plume

Analysis function 124 results in the generation of a data input screen 1500 that elicits relevant data from an authorized user concerning an incident that may result in a widespread airborne chemical discharge, such as from a chemical storage tank, or from an accident involving a vehicle carrying chemicals or chemical weapons. As shown in Fig. 15, the user input fields 1502 allow a user to select from a listing of chemical agents, travel mode, percent loaded, extent of damage to the vehicle or tank, wind direction and speed, and geographic location. As with any displayed map, the geographic location can be automatically filled in by clicking on the location on the last displayed map, resulting in population of the geographic location field 1502 with the latitude and longitude corresponding to the location selected by the user. When all available information has been entered into the data input fields 1502 , the user clicks the Display Hazard Prediction button 1504 to prompt the system 10 to generate a model of the projected chemical contamination or "plume" that is likely to result under the conditions of the discharge. Importantly, the system 10 does not simply rely on the data input by the user, rather it gathers all available relevant GIS and ITS data and information, including but not limited to real-time weather and topography to model the environmental impact of the chemical discharge or other selected incident. As shown in Fig. 16, the resulting display is a map that includes data layers that represent the contaminated area 1602, preferably indicating areas of higher chemical contamination concentration 1604 in a first color, and areas of lesser chemical contamination concentration 1606 in at least one other color. As in other displays generated by the invention 10, the system allows the user to display the map layer listing 130, and to toggle one or more layers on or off to obtain a displayed map showing the data most relevant to the incident and to the user.

Please replace paragraph [0052] with the following amended paragraph:

[0052] The system 10 is ~~it is~~ easy to use, and requires no user training, nor any proprietary software installation on user interfaces 12. Because IRRIS leverages existing data sources and merges the gathered data into a single web-based interface tool that displays maps and information that can be easily selected and controlled by the user, it provides a truly global information system. For example, a commercial OSE (open system environment) embodiment utilizes a combination of data warehousing and data reach-back techniques in concert with two

types of servers: regional and global. Use of dual mode servers continues to be necessary while and until mediation technologies mature to the extent that probing these disparate databases will return data in to an integrated view. However, upon maturation of mediation technologies, a single server can suffice.